

VTPM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

VTPM - TAK / MAE SOT AIRPORT

VTPM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	164159.40N 0983236.54E
2	Direction and distance from (city)	5 KM W, from city
3	Elevation/Reference temperature	690 FT / 37°C
4	Geoid Undulation at AD ELEV PSN	NIL
5	MAG VAR/Annual change	0.71°W(2016)/0.01°E
6	AD Administration, address, telephone, telefax, telex, AFS	Director of Mae Sot Airport Mae Sot Airport Amphoe Mae Sot Tak Province Thailand Tel: +665 556 3620 Fax: +665 554 4593 AFS: VTPMYDYX
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Operator: Department of Airports

VTPM AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300-1100
2	Customs and immigration	On request
3	Health and sanitation	On request
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300-1100
6	MET Briefing Office	NIL
7	ATS	2300-1100
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	ATS Reporting Office (ARO): Located at Phitsanulok Airport (1st floor of airport building) Tel: +665 530 1078 +669 2262 3140 Fax: +665 530 1077

VTPM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

VTPM AD 2.5 PASSENGER FACILITIES

1	Hotels	in the city
2	Restaurants	in the city
3	Transportation	Car rental
4	Medical facilities	NIL
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

VTPM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

VTPM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	The aerodrome is available all seasons.

VTPM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	Apron 1 Surface: Concrete and asphalt Strength: PCN 34/F/C/X/T Apron 2 Surface: Concrete Strength: PCN 42/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A Width: 23 M Surface: Concrete and asphalt Strength: PCN 34/F/C/X/T Taxiway B and Taxiway C Width: 23 M Surface: Concrete and asphalt Strength: PCN 42/F/C/X/T
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

VTPM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Nose-wheel guide lines at apron
2	RWY and TWY markings and LGT	RWY marking: RWY Designation, THR, TDZ, CL, Aiming Point and Side Stripe RWY LGT: THR, RWY Edge and RWY End TWY marking: CL, Edge and RWY Holding Position TWY LGT: TWY Edge
3	Stop bars	NIL
4	Remarks	NIL

VTPM AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling areas and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
-	Radio mast HGT 60 M Painted red/white LGTD on top DIST 750 M N FM DVOR	164218.14N 0983220.31E	NIL	NIL	NIL
	Radio mast HGT 60 M Painted red/white LGTD on top DIST 3000 M NE FM DVOR	16435.91N 0983129.90E			
	Radio mast HGT 60 M Painted red/white LGTD on top DIST 1940 M SW FM DVOR	164138.20N 0983129.90E			
	Water tank TWR HGT 140 FT DIST 759 M RDL005 FM DVOR	164219.86N 0983233.99E			

VTPM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Aeronautical Meteorological Station-Mae Sot, Northern Meteorological Center, Thai Meteorological Department (TMD)
2	Hours of service MET Office outside hours	2300-1100 NIL
3	Office responsible for TAF preparation Periods of validity	Supply TAF from Northern Meteorological Center 24 HR
4	Type of landing forecast Interval of issuance	TREND 1 HR
5	Briefing/consultation provided	Personal Consultation Tel: +665 556 3286
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	S, U85, Daily Weather Forecast, satellite and radar images
8	Supplementary equipment available for providing information	Automated Weather Observation System (AWOS)
9	ATS units provided with information	Mae Sot TWR
10	Additional information (limitation of service, etc.)	NIL

VTPM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	089.13°	1500x45	PCN 42/F/C/X/T Concrete and asphalt	164159.10N 0983216.69E	THR 690 FT TDZ 690 FT
27	269.13°	1500x45	PCN 42/F/C/X/T Concrete and asphalt	164159.85N 0983307.71E	THR 676 FT TDZ 685 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	60x60	NIL	1740x150	NIL	NIL
NIL	60x60	NIL	1740x150	NIL	NIL

VTPM AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1500	1500	1560	1500	NIL
27	1500	1500	1560	1500	NIL

VTPM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	NIL	Green	NIL	NIL	NIL	1500 M 60 M White, LIM	Red	NIL	NIL
27	NIL	Green	*PAPI Left3°	NIL	NIL	1500 M 60 M White, LIM	Red	NIL	* RWY27 based on 3° glide slope, distance 184 M from THR

VTPM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At Tower Building, FLG W G EV 7 SEC.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL WDI: Wind cone near left PAPI 27 Anemometer: NIL
3	TWY edge and centre line lighting	Edge: All TWY Centre Line: NIL
4	Secondary power supply/switch-over time	Secondary power supply at Airfield Lighting (AFL) building Switch- over time: 15 SEC
5	Remarks	NIL

VTPM AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

VTPM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Starting from a point 1644.7N 9829.0E and then clockwise along 5NM arc radius centred on MST DVOR/DME (164152.13N 0983229.68E) to a point 1637.0N 09835.0E and then along Bangkok FIR to the starting point.
2	Vertical limits	2000 FT/AGL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Mae Sot Tower English, Thai
5	Transition altitude	11000 FT
6	Remarks	NIL

VTPM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
APP	Mae Sot Approach	120.65 MHZ 121.5 MHZ ¹⁾	As AD OPR HR	¹⁾ Emergency frequency
TWR	Mae Sot Tower	121.5 MHZ ¹⁾ 118.35 MHZ 236.6 MHZ	As AD OPR HR	
ATIS	Mae Sot Airport	316 KHZ	As AD OPR HR	

VTPM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/ MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB	MS	316KHZ	H24	164206.97N 0983223.25E	NIL	Data refer from commissioning as follows: <ul style="list-style-type: none"> - 50 NM orbit flown from bearing 340°-170° clockwise orbit at altitude 7 500 FT result found satisfactory - Bearing 171°-339° clockwise orbit unable to perform due to border limited
DVOR/DME	MST	116.7MHZ CH114X	H24	164152.13N 0983229.68E	NIL	DVOR/DME restrictions, <ol style="list-style-type: none"> 1. Unusable due to roughness out of tolerance <ul style="list-style-type: none"> - Radial 104° distance between 6.0-13.0 DME altitude 5 500 FT - Radial 012° distance between 22.0-24.0 DME altitude 5 000 FT - Radial 124° distance between 32.0-34.0 DME altitude 6 600 FT 2. Due to mountainous terrain surround DVOR/DME station, coverage check does not provide adequate signal clockwise orbit 40 NM at the required altitude in various areas as follows: <ul style="list-style-type: none"> - Radial 000°-030° altitude should not below 7 000 FT - Radial 031°-060° altitude should not below 9 000 FT - Radial 061°-070° altitude should not below 10 000 FT - Radial 071°-120° altitude should not below 9 000 FT - Radial 121°-360° unable to perform due to border limited

VTPM AD 2.20 LOCAL AERODROME REGULATIONS

- All aircraft flying to Mae Sot Airport are requested to use RWY 27 for landing due to RWY 09 unsuitable, because it may cross over Yangon FIR while approaching to land.

- To prevent of runway subsidence pilot of ATR aircraft or larger are request to make back track at the end of runway.

VTPM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

VTPM AD 2.22 FLIGHT PROCEDURES

NIL

VTPM AD 2.23 ADDITIONAL INFORMATION

NIL

VTPM AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
Aerodrome Chart - ICAO	AD 2-VTPM-2-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 09 - ISBEL1A ISBEL1B LILRI1A	AD 2-VTPM-6-1
Standard Departure Chart - Instrument (SID) - ICAO - RNAV RWY 09 - ISBEL1A ISBEL1B LILRI1A (Tabular description)	AD 2-VTPM-6-2
Instrument Approach Chart - ICAO - VOR RWY 27	AD 2-VTPM-8-1
Instrument Approach Chart - ICAO - VOR RWY 27 (Fix and point list table)	AD 2-VTPM-8-2
Instrument Approach Chart - ICAO - RNP RWY 27	AD 2-VTPM-8-3
Instrument Approach Chart - ICAO - RNP RWY 27 (Tabular description)	AD 2-VTPM-8-4

AERODROME CHART - ICAO

**16 41 59 N
098 32 37 E**

ELEV 690 FT

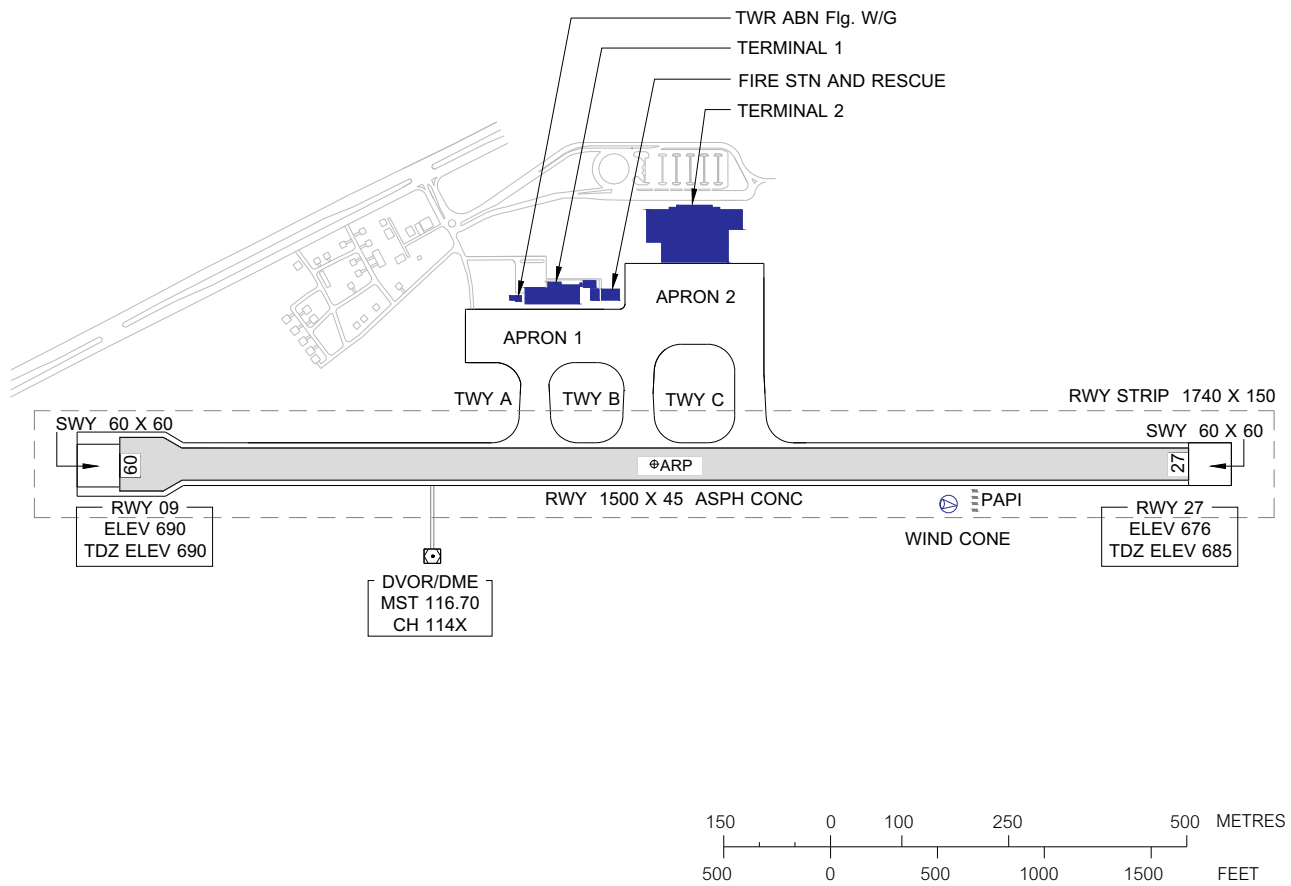
**TWR 118.35
236.6**

TAK / Mae Sot

RWY	DIRECTION	THR	BEARING STRENGTH
09	89.13	16 41 59.10 N 098 32 16.69 E	PCN 42/F/C/X/T
27	269.13	16 41 59.85 N 098 33 07.71 E	
APRON 1 APRON 2			PCN 34/F/C/X/T PCN 42/R/C/X/T
TAXIWAY A TAXIWAY B and C			PCN 34/F/C/X/T PCN 42/F/C/X/T

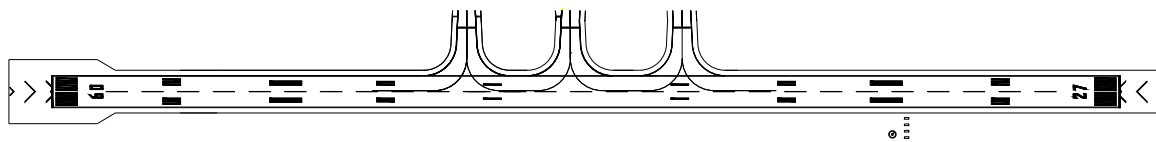
MAG VAR 0.71° W (2016)
ANNUAL CHANGE 0.01° E

ELEVATIONS IN FEET AND DIMENSIONS IN METRES
BEARING ARE MAGNETIC

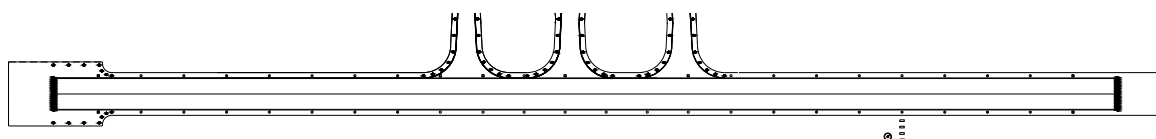


REMARK: COORDINATES ARE WGS-84

MARKING AIDS RWY 09/27 AND EXIT TWY



LIGHTING AIDS RWY 09/27 AND EXIT TWY



CHANGE: MAG VAR. ANNUAL CHANGE. RWY DIMENSIONS. PAPI. WIND CONE. TERMINAL 2 ADDED. TWY A B AND C ADDED. APRON 1 AND 2 ADDED. TABULAR REVISED. BEARING STRENGTH UPDATED.

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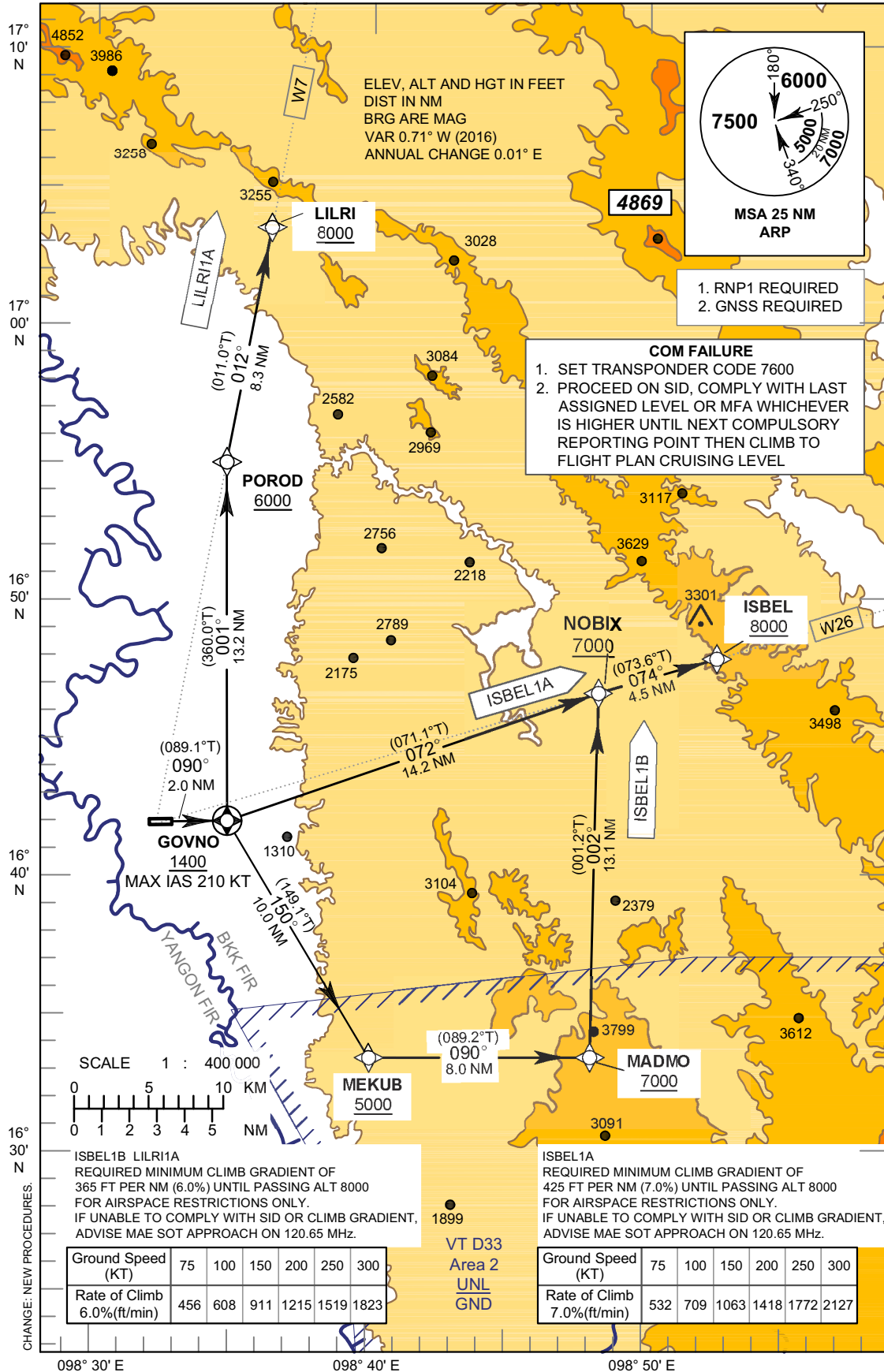
**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11000 FT

APP : 120.65 MHz
TWR : 118.35 , 236.6 MHz
ATIS : 316.0 KHz

**TAK / Mae Sot (VTPM)
RNAV RWY09**

ISBEL1A
ISBEL1B LILRI1A



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TAK / Mae Sot (VTPM)
RNAV RWY09

ISBEL1A
ISBEL1B LILR11A

TABULAR DESCRIPTION

RNAV RWY09											
ISBEL1A											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
010	-	DER RWY09	-	-	+0.68	-	-	-	-	-	RNP1
020	CF	GOVNO	Y	090°(089.1°)	+0.68	2.0	L	+1400	-210	-	RNP1
030	TF	NOBIX	-	072°(071.1°)	+0.68	14.2	R	+7000	-	-	RNP1
040	TF	ISBEL	-	074°(073.6°)	+0.68	4.5	-	+8000	-	-	RNP1
ISBEL1B											
010	-	DER RWY09	-	-	+0.68	-	-	-	-	-	RNP1
020	CF	GOVNO	Y	090°(089.1°)	+0.68	2.0	R	+1400	-210	-	RNP1
030	TF	MEKUB	-	150°(149.1°)	+0.68	10.0	L	+5000	-	-	RNP1
040	TF	MADMO	-	090°(089.2°)	+0.68	8.0	L	+7000	-	-	RNP1
050	TF	NOBIX	-	002°(001.2°)	+0.68	13.1	R	+7000	-	-	RNP1
060	TF	ISBEL	-	074°(073.6°)	+0.68	4.5	-	+8000	-	-	RNP1
LILR11A											
010	-	DER RWY09	-	-	+0.68	-	-	-	-	-	RNP1
020	CF	GOVNO	Y	090°(089.1°)	+0.68	2.0	L	+1400	-210	-	RNP1
030	TF	POROD	-	001°(360.0°)	+0.68	13.2	R	+6000	-	-	RNP1
040	TF	LILRI	-	012°(011.0°)	+0.68	8.3	-	+8000	-	-	RNP1

WAYPOINT LIST

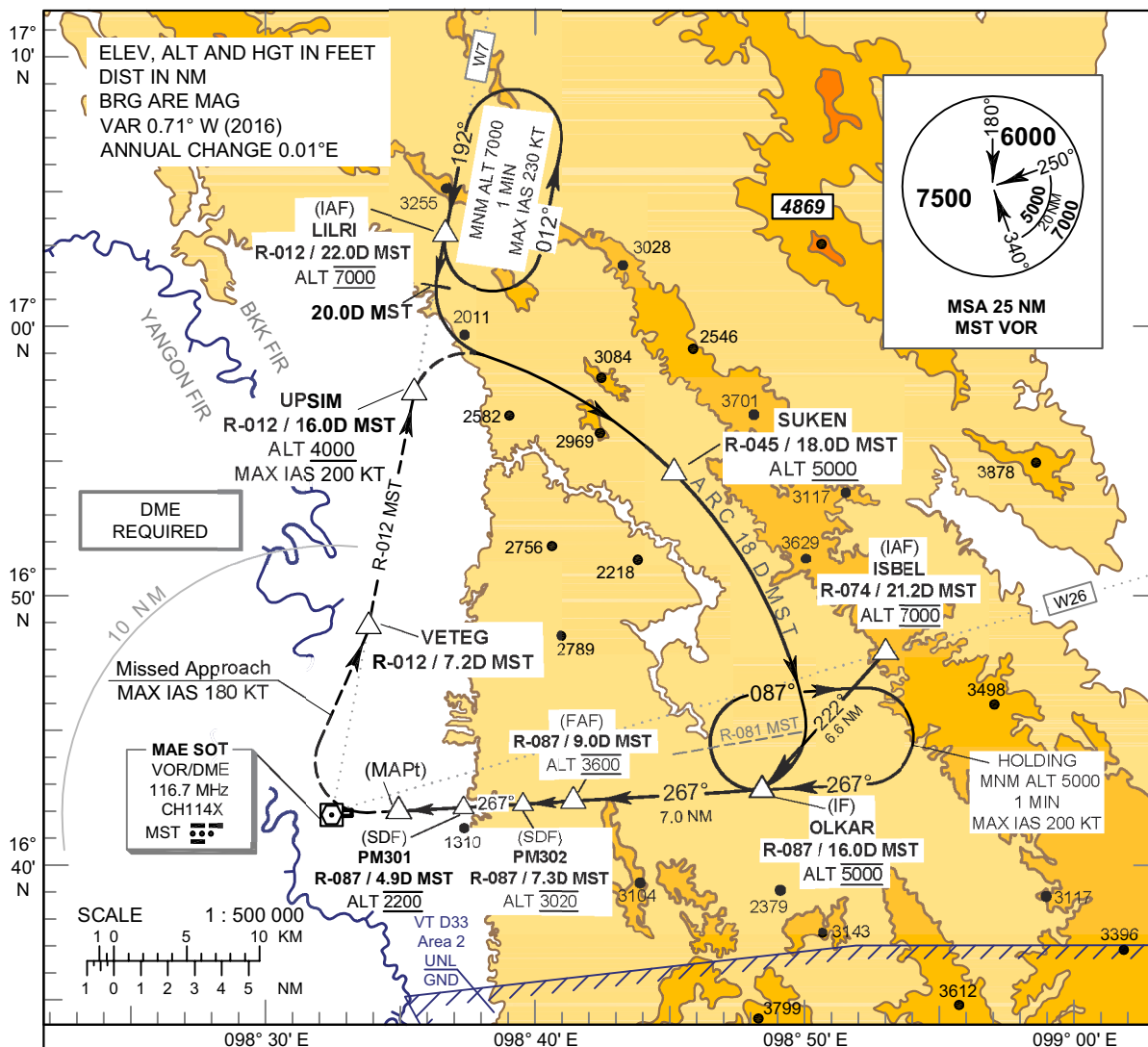
RNAV RWY09					
Waypoint Identifier	Coordinates		Waypoint Identifier	Coordinates	
DER RWY09	16° 41' 59.85" N	098° 33' 07.71" E	MEKUB	16° 33' 24.70" N	098° 40' 33.60" E
GOVNO	16° 42' 01.70" N	098° 35' 12.70" E	MADMO	16° 33' 31.50" N	098° 48' 53.20" E
POROD	16° 55' 19.50" N	098° 35' 12.70" E	NOBIX	16° 46' 37.50" N	098° 49' 10.90" E
LILRI	17° 03' 33.12" N	098° 36' 52.59" E	ISBEL	16° 47' 54.24" N	098° 53' 40.89" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 690 FT
HEIGHTS RELATED TO
THR RWY27 - ELEV 676 FT

APP : 120.65 MHz
TWR : 118.35 , 236.6 MHz
ATIS : 316.0 KHz

TAK / Mae Sot (VTPM)
VOR RWY27

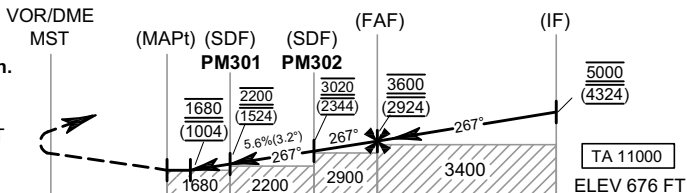


**CAUTION : 1. Descent gradient not coincident with PAPI
2. Missed approach procedure shall be within BKK FIR only**

MISSED APPROACH :
No turn before MAPt.

Speed restricted to MAX IAS 180 KT until after turn.

At MAPt, turn right climb to intercept outbound R-012 MST VOR at VETEG, then proceed on R-012 MST VOR to UPSIM and follow ARC 18 D MST to SUKEN, then to OLKAR at 5000 FT and hold or as directed by ATC.



CHANGE: NEW PROCEDURES.

	DME FM VOR/DME			NM FM THR									
	A	B	C	0	0.6	2.5	3.4	4.9	7.3	9.0	16.0		
OCA/H	A	B	C	Distance (MST)	3.4D	4 D	PM301	6 D	PM302	8 D	FAF		
Straight-in Approach	1680 (1004)			Altitude (Height)	1680 (1004)	1880 (1204)	2200 (1524)	2565 (1889)	3020 (2344)	3245 (2569)	3600 (2924)		
				Ground speed	knot			70	90	100	120	140	160
Circling (OCH AAL)	NOT AUTHORIZED			Rate of descent (5.6%)	ft/min			397	510	567	681	794	907

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 690 FT
HEIGHTS RELATED TO
THR RWY27 - ELEV 676 FT**

**TAK / Mae Sot (VTPM)
VOR RWY27**

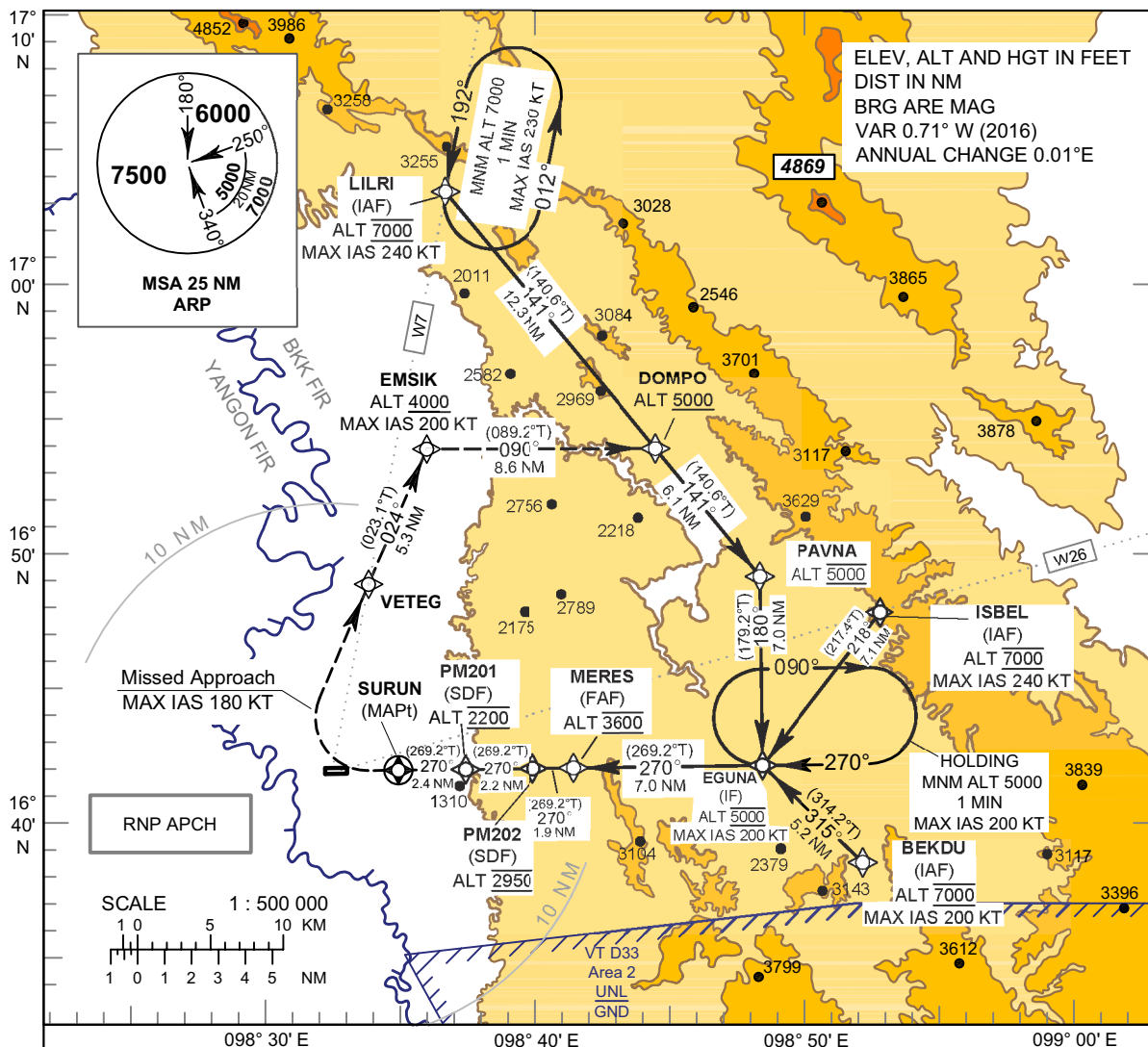
FIX/POINT		COORDINATES	
(IAF) ISBEL	R-074 / 21.2D MST	16° 47' 54.24" N	098° 53' 40.89" E
(IAF) LILRI	R-012 / 22.0D MST	17° 03' 33.12" N	098° 36' 52.59" E
SUKEN	R-045 / 18.0D MST	16° 54' 49.52" N	098° 45' 34.46" E
(IF) OLKAR	R-087 / 16.0D MST	16° 42' 53.68" N	098° 49' 07.87" E
(FAF)	R-087 / 9.0D MST	16° 42' 26.92" N	098° 41' 51.14" E
(SDF) PM302	R-087 / 7.3D MST	16° 42' 20.38" N	098° 40' 05.08" E
(SDF) PM301	R-087 / 4.9D MST	16° 42' 11.12" N	098° 37' 35.36" E
(MAPt)	R-087 / 2.5D MST	16° 42' 01.58" N	098° 35' 06.47" E
THR RWY27	-	16° 41' 59.85" N	098° 33' 07.71" E
VOR	MST	16° 41' 52.13" N	098° 32' 29.68" E
VETEG	R-012 / 7.2D MST	16° 48' 57.93" N	098° 33' 55.61" E
UPSIM	R-012 / 16.0D MST	16° 57' 38.32" N	098° 35' 40.79" E

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 690 FT
HEIGHTS RELATED TO
THR RWY27 - ELEV 676 FT**

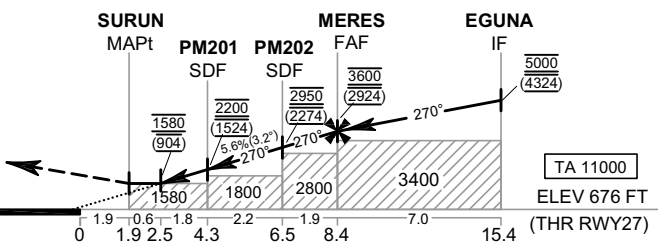
APP : 120.65 MHz
TWR : 118.35 , 236.6 MHz
ATIS : 316.0 KHz

**TAK / Mae Sot (VTPM)
RNP RWY27**



**CAUTION : 1. Descent gradient not coincident with PAPI
2. Missed approach procedure shall be within BKK FIR only**

MISSED APPROACH :
No turn before MAPt.
Speed restricted to MAX IAS 180 KT until after turn.
At MAPt, turn right climb to VETEG, then to EMSIK, then turn right to DOMPO, then turn right to PAVNA, then proceed to EGUNA at 5000 FT and hold or as directed by ATC.



CHANGE: CHART TITLE.

OCA/H	A	B	C	NM to NEXT WPT	2.5 NM	3 NM	PM201	5 NM	PM202	7 NM	8 NM	FAF	
LNAV	1580 (904)			Altitude (Height)	1580 (904)	1745 (1069)	2200 (1524)	2425 (1749)	2950 (2274)	3105 (2429)	3450 (2774)	3600 (2924)	
Ground speed	NOT AUTHORIZED				knot			70	90	100	120	140	160
Rate of descent FAF - MAPt 5.6%	NOT AUTHORIZED				ft/min			397	510	567	681	794	907

**INSTRUMENT
APPROACH
CHART - ICAO**

**AERODROME ELEV 690 FT
HEIGHTS RELATED TO
THR RWY27 - ELEV 676 FT**

TAK / Mae Sot (VTPM)

RNP RWY27

TABULAR DESCRIPTION

RNP RWY27											
Serial Number	Path Descriptor	Waypoint Identifier	Flyover	Course ° M (° T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (FT)	Speed (KT)	VPA/TCH	Navigation Specification
010	IF	BEKDU (IAF)	-	-	+0.68	-	-	@7000	-200	-	RNP APCH
020	TF	EGUNA (IF)	-	315°(314.2°)	+0.68	5.2	-	@5000	-200	-	RNP APCH
010	IF	ISBEL (IAF)	-	-	+0.68	-	-	@7000	-240	-	RNP APCH
020	TF	EGUNA (IF)	-	218°(217.4°)	+0.68	7.1	-	@5000	-200	-	RNP APCH
010	IF	LILRI (IAF)	-	-	+0.68	-	-	@7000	-240	-	RNP APCH
020	TF	DOMPO	-	141°(140.6°)	+0.68	12.3	-	+5000	-	-	RNP APCH
030	TF	PAVNA	-	141°(140.6°)	+0.68	6.1	R	@5000	-	-	RNP APCH
040	TF	EGUNA (IF)	-	180°(179.2°)	+0.68	7.0	-	@5000	-200	-	RNP APCH
010	IF	EGUNA (IF)	-	-	+0.68	-	-	@5000	-200	-	RNP APCH
020	TF	MERES (FAF)	-	270°(269.2°)	+0.68	7.0	-	@3600	-	-	RNP APCH
030	TF	PM202 (SDF)	-	270°(269.2°)	+0.68	1.9	-	@2950	-	-	RNP APCH
040	TF	PM201 (SDF)	-	270°(269.2°)	+0.68	2.2	-	@2200	-	-	RNP APCH
050	TF	SURUN (1.9NM FM THR 27)	Y	270°(269.2°)	+0.68	2.4	-	@1580	-	-	RNP APCH
060	DF	VETEG	-	-	+0.68	-	R	-	-180	-	RNP APCH
070	TF	EMSIK	-	024°(023.1°)	+0.68	5.3	R	+4000	-200	-	RNP APCH
080	TF	DOMPO	-	090°(089.2°)	+0.68	8.6	R	+5000	-	-	RNP APCH
090	TF	PAVNA	-	141°(140.6°)	+0.68	6.1	R	@5000	-	-	RNP APCH
100	TF	EGUNA	-	180°(179.2°)	+0.68	7.0	-	@5000	-200	-	RNP APCH
110	HM	EGUNA	Y	270°(269.2°)	+0.68	1 minute	R	+5000	-200	-	RNP APCH

WAYPOINT LIST

RNP RWY27			
Waypoint Identifier	Coordinates	Waypoint Identifier	Coordinates
BEKDU	16° 38' 34.88" N 098° 53' 03.27" E	PM202	16° 42' 05.70" N 098° 39' 54.00" E
ISBEL	16° 47' 54.24" N 098° 53' 40.89" E	PM201	16° 42' 03.74" N 098° 37' 36.48" E
LILRI	17° 03' 33.12" N 098° 36' 52.59" E	SURUN	16° 42' 01.58" N 098° 35' 06.47" E
DOMPO	16° 53' 58.92" N 098° 45' 02.41" E	THR RWY27	16° 41' 59.85" N 098° 33' 07.71" E
PAVNA	16° 49' 15.03" N 098° 49' 04.23" E	VETEG	16° 48' 57.93" N 098° 33' 55.61" E
EGUNA	16° 42' 13.35" N 098° 49' 10.31" E	EMSIK	16° 53' 51.38" N 098° 36' 05.93" E
MERES	16° 42' 07.37" N 098° 41' 52.76" E		

CHANGE: CHART TITLE.